

AMWELL AUTOMOTIVE NEWS

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INSIDE THIS ISSUE:

<i>How's Your Battery?</i>	1
<i>Keeping Warm This Winter</i>	2
<i>Fall Car Care Tips</i>	3



Welcome to another issue of *Amwell Automotive News*. Well 2020 is winding down. To say, "what a year" is an understatement. Through all of the uncertainty we've been open and operating at full capacity, all while observing proper personal distancing and keeping critical areas clean and sanitized. Business had slowed in the early part of the year as people were staying home and not using their cars, but things did pick up through the summer. In just a matter of weeks the Thanksgiving holiday will be here, followed by Christmas. If you've not done much traveling this summer, perhaps you'll get out during the holidays. If so, now is a good time to get your vehicle in to be sure it's travel ready. If your holiday plans don't include travel, winter is on the way, and you'll want to be sure your vehicle is ready. Please give us a call. We hope you find this newsletter informative and enjoyable to read. If you have any questions you'd like to see us address with this newsletter, please let us know. Stop by, call, or email us at: amwellautomotive@comcast.net

Best Regards,

Kevin Snyder / Pat Graham

How's Your Battery?

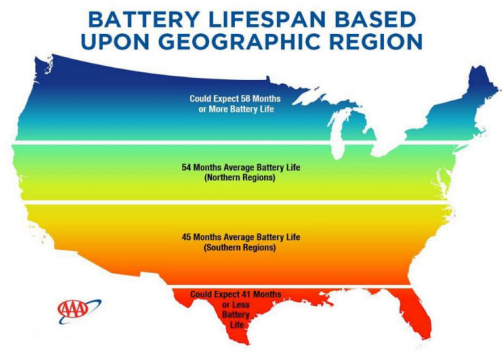
Most people think that the cold of winter is what kills batteries. That's a logical assumption given that we tend to see a lot of battery failures in the winter. However, hot summer days and overcharging are the two main contributors to



shortened battery life. Why then do so many batteries die in the winter?

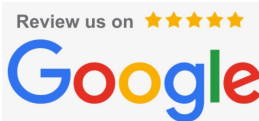
It takes more cranking energy (amps) to start a cold engine than a warm one. In other words, a battery may have enough cranking amps to start your car now that's still relatively warm; but when the temps get cold here in the next couple of months, and the oil in the engine thickens and internal engine parts get tight, it may not have enough energy to turn-over the engine.

As the graphic shows, batteries in our region last about 4.5-years on average. If your battery is over 4-years-old, replacing it now before it fails may be a wise decision. If you're not sure of your battery's age or condition, then you have at least one good reason to come in for our pre-winter vehicle physical (see coupon on pg. 2).



(Continued on pg. 2—See "Battery/Physical")

Your feedback is important to us. It helps us know what we're doing well, and where we can improve. The QR code pictured here will connect you with our Google review page. We'd appreciate hearing from you.



Battery/Physical (continued from pg. 1)

The physical is all about keeping you on the road, not stranded alongside of it. Every year millions of drivers call for roadside assistance for mechanical concerns like: dead batteries, broken belts, and cooling system failures, almost all of which could have been prevented with a routine physical and proper maintenance. Call and schedule your pre-winter physical today.



65% of Americans have never had their vehicle's battery tested before it was too late.

Be prepared for winter driving

\$65.99 Most Cars

Pre-Winter Physical/Vehicle Assessment Includes a Comprehensive Evaluation of:

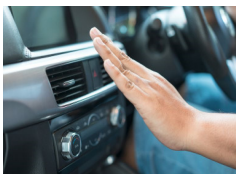
- ◆ Tires & Wheels
- ◆ Braking System
- ◆ Electrical/Electronic Systems
- ◆ Lights and Warning Systems
- ◆ Steering & Suspension
- ◆ Fluid Levels & Condition
- ◆ Cooling & Lubrication Systems
- ◆ AND MUCH MORE!

Keeping Warm This Winter

How's your car heater working? A properly operating system should discharge air at no less than 130-degrees F; should take no more than a couple of miles of driving to reach that temperature; and emit no unusual odors.

So what's wrong if it doesn't perform to these standards? It could be the thermostat, poor coolant circulation, a control mechanism issue, a heater core concern, or a combination of one or more of these. We have testing and inspection procedures for figuring it out.

And if it is working, does that mean do nothing? Actually no. There is maintenance that should be performed to make sure it stays that way. Once each year it's important to test the antifreeze, radiator pressure cap, water pump & radiator functions, and carefully inspect all hoses, fittings, clamps, and belts.



The coolant itself needs to be changed out every so often. Manufacturer recommendations differ significantly—anywhere from 30k-miles to as high as 150k-miles. This wide span illustrates why a yearly evaluation is important. We have instruments for testing the coolant, and we'll recommend replacement based on test results.

We started out talking about your heater because we want you to stay warm this winter, but we also want to be sure you never become stranded. Cooling system failures are among the leading causes of over-the-road breakdowns; and almost all of these could have been prevented had these vehicles been properly inspected and maintained. Our pre-winter physical (coupon above) will ensure that you stay trouble free this winter.

Don't let this be you this winter!

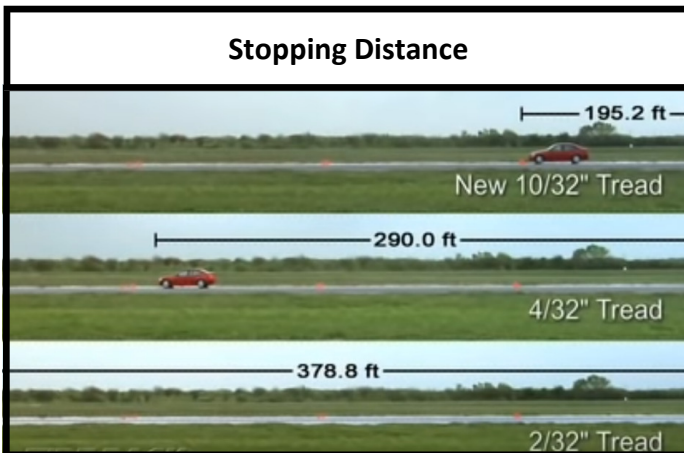


Tire Safety

The tool pictured here is a tread depth gauge. As the name implies, it's used to measure how deep the tread is on a set of tires. Tread depth is measured in 1/32-inch increments. The tread depth on a brand new set of tires is typically 10/32-inches, to 12/32-inches. At 2/32-inches tires are unsafe and need to be replaced.

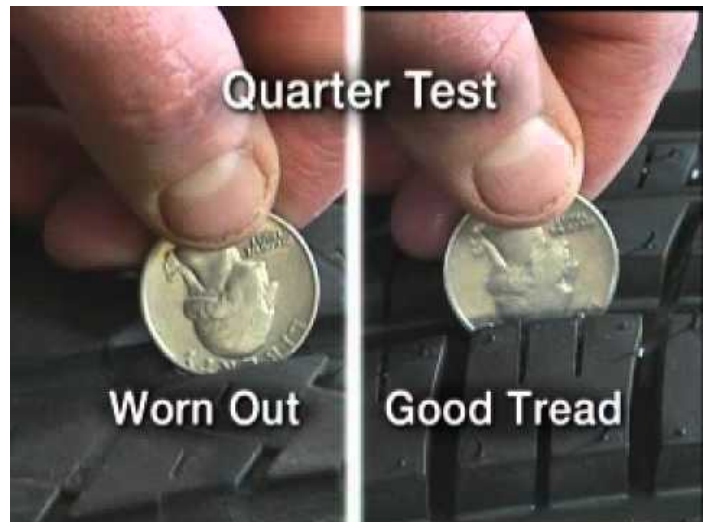


As tread depth decreases, traction also decreases. This is especially critical in terms of braking. A typical midsize sedan traveling at 70-mph takes nearly twice the distance to stop with tires at 2/32-inches of tread depth than it does with a new set of tires. Because tires wear so gradually, you don't notice the changes.



Tires with 4/32-inches or more tread depth is recommended for safe driving in snow conditions. Tread depth is a routine check with all of our maintenance services. You can check it too, even without a gauge.

Place a quarter in a tread groove. If you can see the top of Washington's head, you have less than 4/32-inches of tread. In which case, you should be thinking about new tires as winter is just a couple of months away. Also, it's important to have the steering and suspension systems along with the alignment checked whenever replacing tires, to ensure long life and optimal performance.

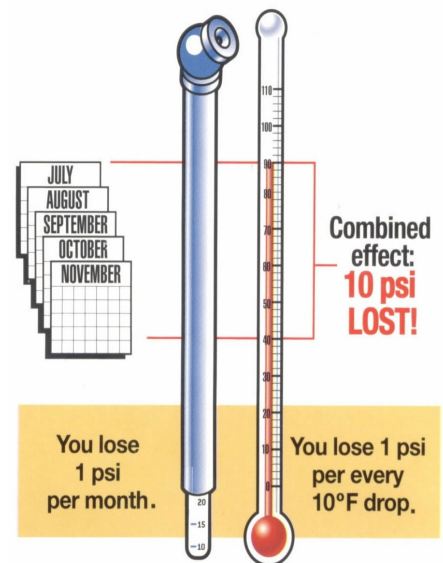


Fall Car Care Tips

If your windows fog, this may help... Raise the hood and clear away the leaves covering the air grate at the base of the windshield. This is where fresh air enters the vehicle for your heater/defroster.



Cooler temps are causing low pressure lights to turn on. Tire pressure drops as the temps cool down. Be sure to check your tire pressure frequently. You'll get better fuel economy and your tires will last longer.



Amwell Automotive Provides:

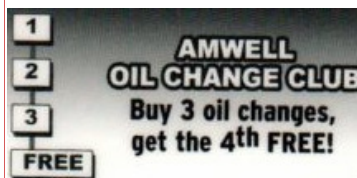
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SPECIAL OFFER INSIDE (pg. 2)

Inside This Issue

- ◆ How's Your Battery
 - ◆ Keeping Warm This Winter
 - ◆ Fall Car Care Tips
- AND MORE!**



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